

WIND RIVER DIVERSION DAM BRIDGE
9.2 mi. W. of Morton
County Road No. 24
Fremont County
Wyoming

HAER NO. WY-⁷⁵~~175~~

HAER
WYO,
7-MORT.V,
1-

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

Historic American Engineering Record
National Park Service
Rocky Mountain Regional Office
Department of the Interior
P. O. Box 25287
Denver, Colorado 80225

HISTORIC AMERICAN ENGINEERING RECORD

HAER
WYO
7-MORT. V,
1-

Wind River Diversion Dam Bridge

HAER No. WY-³⁵~~47~~

Location: Spanning the Wind River, on County Road No. 24;
9.2 miles west of Morton, in Fremont County, Wyoming

UTM: 12.666120.4787605
Quad: Argo Butte

Date of Construction: 1924-1925

Builder/Designer: Taggart Construction Company of Cody

Present Owner: Fremont County
2nd and Eugene
Lander, Wyoming 82520

Present Use: Vehicular Bridge

Significance: The Wind River Diversion Dam Bridge consists of eight Warren Pony trusses for a length of 655 feet. This is the greatest number of spans for a highway bridge in the State.

Historian: Clayton B. Fraser and Richard G. Ewig
November 1981

~~NOTE: For more general information, see Wyoming Truss Bridges Survey,
HAER No. WY-17.~~

I. HISTORY

Erected on piers provided by the U. S. Reclamation Service and built integral with the Wind River Diversion Dam, this bridge is reportedly the first vehicular truss to be incorporated into a dam structure in this fashion.¹ The Wyoming Highway Department awarded the construction contract for it on May 2, 1924, to Taggart Construction Company of Cody. The truss material was supplied by the American Bridge Company at an estimated cost of \$58,000.²

II. DESCRIPTION

The bridge is an eight span, rigid connected steel Warren Pony truss with verticals, with a total length of 655 feet and a 18-foot roadway.

The structure is supported on concrete full retaining abutments and concrete shaft piers. Top chords are two channels with cover plate and lacing; bottom chords are four angles with batten plates; verticals are four angles with batten plates; diagonals are two angles with batten plates or lacing.³

¹ First Biennial Report of State Highway Commission, October 1, 1922, to September 30, 1924; Cheyenne, Wyoming; Wyoming Labor Journal Publishing Company, 1924.

² Wyoming State Highway Department Commissioners' Minutes, May 2, 1924, Wyoming Highway Department, Cheyenne, Wyoming.

³ Wyoming State Highway Department Drawing No. 2A-3134-24.